

## 2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES ELIGIBILITY CRITERIA

The following information is an excerpt from the complete 2022 Solutions for Congested Corridors Program Guidelines and is meant to serve as a quick reference.

The complete [2022 Solutions for Congested Corridors Program Guidelines](#) include the policies and procedures that apply to the Solutions for Congested Corridors Program, including funding restrictions, environmental process requirements, and screening and evaluation criteria. The complete 2022 Solutions for Congested Corridors Program Guidelines are available on the California Transportation Commission's website [here](#) and should be *thoroughly reviewed in full* before a project nomination is submitted to ensure project eligibility.

### Eligible Applicants

Pursuant to the Streets and Highways Code, Section 2392, the following are eligible to nominate projects for Solutions for Congested Corridors Program funding:

- A regional transportation planning agency.
- A county transportation commission.
- Caltrans.
- An authority responsible for preparing a regional transportation improvement program under Section 14527 of the Government Code.

The Commission encourages regional agencies and Caltrans to work collaboratively to plan, program, implement, operate, and manage transportation facilities as an integrated system to maximize available resources and overall transportation system performance. To encourage collaboration, priority will be given to those projects that are jointly nominated by multiple eligible agencies.

For jointly nominated projects, the implementing agencies assume responsibility for and accountability of the project and the use and expenditure of the Solutions for Congested Corridors Program funds.

The Commission expects collaboration and cooperation between the applicable regional transportation agency and Caltrans for all projects on the state highway system.

### Eligible Projects

The Commission encourages nominating projects that align with the state's climate goals, manage congestion through innovative strategies, include multimodal solutions, and advance transportation equity.

In accordance with [Executive Order N-79-20](#), the Commission encourages projects that improve clean transportation by supporting infrastructure for zero-emission vehicles and support bicycle, pedestrian, and micro-mobility options by incorporating safe and accessible infrastructure improvements.

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Furthermore, pursuant to [Executive Order N-73-20](#), the Commission encourages projects that identify and incorporate the installation of conduit or fiber where appropriate and feasible along strategic corridors.

These improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle facilities, and pedestrian facilities, or required mitigation or restoration or some combination thereof. Applicants are encouraged to consider the incorporation of complete streets elements into nominated projects when they would be beneficial, cost-effective, and practicable to the overall project scope. These elements could include, but are not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

Projects eligible for funding under the program include, but are not limited to, the following:

- Addition of high-occupancy vehicle lanes and managed lanes.
- New or existing transit infrastructure improvements for new or improved service including adding roadway capacity for new or improved transit service, such as bus-only lanes or dedicated bus-on-shoulder facilities; traffic signal priority for a new or improved bus or light rail service; adding rail capacity or implementing other rail improvements; operational or safety improvements that allow for faster transit speeds, more reliable service, or more frequent service; improvements at transit stations that allow for improved safety, operational efficiency, or additional capacity.
- Adding new or improving existing rail infrastructure such as construction of track siding to allow for trains to pass; adding railroad capacity by expanding the number of tracks serving the rail corridor; operational and safety improvements that allow for faster train speeds; improvements at rail stations that allow for improved safety, operational efficiency, or additional capacity.
- Transit hubs for multimodal transportation modes including network fare integration and fare modernization systems to increase linked trips.
- Transit hubs or stations and nearby roadways providing accessibility for first mile and last mile connectivity to public transit systems.
- Acquisition of zero-emission buses, and the cleanest available rail cars, locomotives, or other rolling stock.
- Operational improvements such as interchange and ramp modifications, auxiliary lanes for merging or weaving between adjacent interchanges, passing lanes, curve corrections and alignment improvements, truck climbing lanes, signals and intersection improvements, two-way left-turn lanes, channelization, turnouts, railroad at-grade crossings improvements or separations, shoulder widening.
- Closing gaps in the street network including general purpose mainline lanes on local streets and roads.

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- Safety improvements such as wet pavement corrections, curve corrections, shoulder widening, high friction treatment, left turn channelization, safety barriers, new guardrail, end treatments and crash cushions, rumble strips, lighting, glare screen, rock fall mitigation, overcrossing pedestrian fencing, or bikeways and crosswalk safety enhancements.
- Direct mitigation or other regulatory requirements of a transportation project or facility funded under the Solutions for Congested Corridors Program, including restoration or protection of critical habitat and open space.
- Capital projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage and wayfinding systems, real-time travel information devices, and efficient and intelligent parking infrastructure and systems.
  - Identified system and device performance and optimization to support those investments are eligible if they are considered capital costs.
- Projects that include supporting infrastructure for the deployment of current and future technologies, such as zero-emission vehicle charging or hydrogen fueling stations and capital projects to upgrade maintenance facilities supporting zero-emission vehicles.
- Transportation Management Systems and Transportation Demand Management, and those that include broadband installation (conduit or fiber).
- Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage.
- Pedestrian facilities, including sidewalks, walkways, paths, driveways, crosswalks, median islands, ramps, pedestrian bridges, and tunnels.

Projects that propose to construct a toll transportation facility and are successful in the Solutions for Congested Corridors Program must request approval from the Commission to operate the toll facility in accordance with the Commission's Toll Facility Application Guidelines within six months of the project being programmed and before allocation.

Highway lane capacity-increasing projects funded by the Solutions for Congested Corridors Program are limited to high-occupancy vehicle lanes, managed lanes, and other non-general-purpose lanes designed to improve safety for all modes of travel.

General purpose lanes on the state highway system are not eligible for funding in the Solutions for Congested Corridors Program. If a project nomination includes general purpose lanes as part of the overall project, the nominating agency must certify that no funding from the Solutions for Congested Corridors Program will fund the general-purpose lanes. In addition, the benefits and impacts of the eligible and ineligible components must be clearly separated and defined in the application. Further, if the project is programmed in the Solutions for

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Congested Corridors Program, the recipient agency must track and report project benefits for both components, including reporting the net overall project benefits and impacts.

Projects on railroad corridors that do not serve passenger rail are not eligible for funding.

### **Comprehensive Multimodal Corridor Plans**

All projects nominated for the Solutions for Congested Corridors Program must be included in a comprehensive multimodal corridor plan (CMCP). Comprehensive multimodal corridor plans are an essential tool to promote innovative sustainable transportation solutions in the Solutions for Congested Corridors Program.

All comprehensive multimodal corridor plans are to be prepared in accordance with the [Comprehensive Multimodal Corridor Plan Guidelines](#) adopted by the Commission in December 2018. Applicants must submit a **Comprehensive Multimodal Corridor Plan Self-Certification Form** in Part VIII, Appendix B with the project nomination. This form must be signed by the Agency Director.

Commission staff will review all Self-Certification Forms to ensure plans are prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines. Nominated projects may not be selected to compete if Commission staff determines that plans were not prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines. The Commission retains final eligibility determinations.